



City of Seattle

Mike McGinn, Mayor

Seattle Freight Advisory Board

Anne Goodchild, Chair

Alon Bassok, Vice Chair

Warren Aakervik

Linda Anderson

Cliff Bates

Bari Bookout

Eric Candelaria

Terry Finn

Chris Martin

Mike Sheehan

Bob Viggers

Cameron Williams

Seattle Freight Advisory Board Meeting Minutes

Date/Time: February 15, 2011 / 9:30 a.m. – 11:30 a.m.

Location: Seattle City Hall, L280

Members Present:

Warren Aakervik, Linda Anderson, Alon Bassok, Cliff Bates, Bari Bookout, Terry Finn, Anne Goodchild, Michael Sheehan, Bob Viggers, Cameron Williams

Guests Present: Rick Norby (UPS), Christine Wolf (Port), Mark Bandy, (SPAB), Jodie Vice (Cleanscapes), Luke Lamon (Duwamish TMA), Thomas Noyes (WSDOT), Christina Bollo (SPAB), Rich White (Boeing), Dave Gering (MIC)

City Staff Present: Peter Hahn, Charles Bookman, Eric Widstrand, Chris Eaves, Paul Elliott, Cristina VanValkenburgh, Kristen Simpson, Lorelei Williams, Ruth Harper (all SDOT)

Welcome and Introductions

Board members, city staff, and other attendees introduced themselves.

Public Comment

Dave Gering of the Manufacturing Industrial Council expressed concerns about the complete streets briefing paper that was sent out to board members, and does not feel that the Complete Streets Ordinance is being followed by SDOT when it comes to freight and major truck streets, especially as relating to E Marginal Way.

Citizen's Transportation Advisory Committee III (CTAC III) and Bridging the Gap (BTG)

Tracy Burrows of SDOT explained the background of Bridging the Gap—a major nine-year funding initiative approved by voters in 2006. BTG is funded primarily through property taxes, and sunsets in 2015. A board member asked about major truck route signage. Chris Eaves stated that we are reviewing and replacing some freight signage. Board members asked for clarification regarding how BTG projects are prioritized.

Tracy Burrows then spoke about the CTAC III, which is a 14-person group tasked with making a recommendation to the City Council regarding which projects and programs the City should fund with the recently implemented \$20 vehicle license fee (VLF). The group will use various methods of outreach to determine what the public feels should be done with these funds. This group is also looking at a potential for an upcoming ballot measure. Voters could decide to approve up to a \$100 VLF.

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution
31243

Members expressed concern that freight was not represented on the CTAC III committee. A freight board member who attended an initial CTAC III meeting stated that freight was not mentioned at all at that meeting.

Complete Streets—Street Rechannelizations: E Marginal Way S and Airport Way S

Eric Widstrand, City Traffic Engineer, presented to the Board regarding rechannellizations in general, and specifically regarding E Marginal Way S and Airport Way S.

E Marginal Way S will be reconfigured as part of a paving project, from the south city limits to Ellis Avenue. The 3rd northbound lane will be eliminated and bicycle lanes will be provided. Volumes on this roadway have decreased significantly from the 1960s, such that three lanes are no longer needed for the traffic volumes.

Airport Way S from Corson to 13th Ave will also be addressed as part of a paving project. One of the goals for this project is to improve pedestrian access in the Georgetown business district. Peak hour parking restrictions will also be removed, and sharrows will be painted.

SDOT Director Hahn has recommended to the Mayor that these projects be implemented as part of the 2011 paving work, consistent with the 2007 Complete Streets Ordinance.

Board members had questions and comments about several aspects of this work:

1. Traffic volumes are down since the 1960s, but have they been generally consistent for the last 15-20 years? A: Yes.
2. Isn't Airport Way S an alternate route for I-5? A: Only northbound, where the number of lanes will stay the same.
3. Where did SDOT collect data on Airport Way? A: The business district and south of the proposed rechannellization.
4. What about the lane widths and speed? Members were concerned that a 10' wide turn lane on E Marginal Way is too narrow for trucks, which are 10' wide mirror-to-mirror. Major Truck Streets need lanes wider than 10'.
5. Section 3 of the Complete Streets Ordinance states that: *freight will be the major priority on streets classified as Major Truck Streets*. How does the E Marginal Way S project improve conditions for freight?
6. If a bus has not been able to pull all the way over, it will stop in the bike lane and/or the travel lane. Will a truck be able to pass the bus? Also, a bus needs to be careful when pulling out not to hit a bicyclist in the bike lane. Why put bikes on arterials with buses and freight?
7. The Complete Streets Ordinance says that: *complete streets improvements that are consistent with freight mobility but also support other modes may be considered*. A Board member noted that the changes on these two streets are not necessarily

consistent with freight mobility, and that improvements for modes are not required by the ordinance.

8. On Airport Way S, what is the benefit to freight of these changes?
9. If the Airport Way project is really for pedestrian access in Georgetown, why include a bike lane? A: No bike lane is included on Airport Way – only sharrows.
10. The complete streets ordinance doesn't seem to say "you must add a bike lane" just because you are touching any arterial, especially not a major truck street. A: The Bike Master Plan and the Pedestrian Master Plan are consulted to see if there is something planned for the street that is being improved. SDOT does not consider that these proposed improvements compromise freight safety and accessibility.
11. A question was raised about why a bike facility should be placed on E Marginal Way S. A: The segment of East Marginal between 16th Ave S and Ellis Ave is a connector for bicyclists between South Park and Georgetown. Peter Hahn noted that there was a "threshold" analysis to the E Marginal Way S project...if a 3rd lane northbound is not needed, what other use could be made of this extra capacity in the public-right-of-way? If space is available and if this street is mentioned in the BMP, then there is reason to consider adding bicycle facilities.
12. A board member wanted to understand what the overall plan for bicyclists was for this area. Would bike routes go north of Ellis on E Marginal Way S? A: No. Bike traffic would continue with bike lanes on Ellis Ave.
13. Does the Bike Master Plan (BMP) look at freight? A: Yes, the plan considered freight by recommending further study on corridors that are challenging for various reasons.
14. A board member noted that this demonstrates why it is great to have a Master Plan in general, and that Freight should have a Master Plan that is looked to on the same levels as the Bike and Pedestrian master plans. Without an up to date plan, Freight is currently at a disadvantage.
15. A board member noted that even if this does not "help" freight, is a "do no harm" approach the right one to have here? This does not take a futuristic view. This location should be held to higher standards.
16. A board member commented that there are too many bus stops along E Marginal Way S.
17. Board members discussed the board's role and ways for the board to influence policy and decisions. A member of the pedestrian board stated that their board writes an official letter from the chair which is signed by all the members, and that this formalizes the board's position.
18. It was stated by a representative of the Duwamish TMA that they along with bike and pedestrian representatives are working on a plan to move bicycles through the corridor with less conflict and more efficiency.

Committee Reports

In the interest of time, committee reports were deferred to the March meeting.

Election of Officers

Warren Aakervik made a motion to elect Anne Goodchild as Chair, Alon Bassok as Vice-Chair/Secretary and Bob Viggers as the BTG committee representative. Cameron Williams seconded the motion, and all eight members present voted in favor.

Adjournment

The meeting adjourned at 11:45am. The next meeting is scheduled for March 15, 9:30am to 11:30am, Seattle City Hall Boards and Commissions Room L280.